

precise cause of the present interruption. From one source we hear of a rocky bottom and a strong current in the Balli Straits, where the cable broke before. From another source we hear of submarine disturbances frequently occurring in the same locality, and of "our cables having often been broken by them." These suggestions, though inconsistent with each other in one respect, seem only too consistent in another. Whether there be danger from a rocky bottom and a strong current, or from submarine eruptions, it is a fair inference that both cables ought not to be exposed simultaneously to the same special risks. We are supposed to possess under the present arrangement the advantage of two independent cables, one of which would always keep communication open if the other fell out of use and required repair. But how can we trust to such an arrangement if both cables are exposed to a common danger, and instead of being independent, are really coupled together by a liability to suffer simultaneously a common fate? Surely we have here a strong argument in favour of caution before entering upon any fresh responsibility in connection with this line, and also in favour of carefully considering the capabilities of the Canadian route. Meanwhile it would be interesting to know whether the re-establishment of communication is likely to be delayed by the fact that one of the company's repairing steamers is under engagement to the New Zealand Government in Cook Straits, and whether the one available is sufficient for the speedy repair of the two cables, seeing that the two breaks are supposed to be 800 miles apart.

For some time past there has been friction between the MINISTER for EDUCATION and the Board of Technical Education. Certain members of the Board evidently consider that Mr. INGLIS is wielding an iconoclastic hammer, and there have arisen differences of opinion which should be smoothed away. A short time ago Mr. SKELTON, at a meeting, announced that it was the intention of the Minister for Education to do away with the Board, and give the work of technical education to the Public Schools. Herein lay the chief misunderstanding, and this morning we publish a letter which tends to perpetuate it. Last week, in the Assembly, in reply to a question, Mr. INGLIS stated that the course proposed to be taken was embodied in the Minister's last report, and that it was to have the system of technical education conducted under educational experts selected from the officers of the Educational Department. On turning to the report, the proposal of the Minister is found to be contained in the following words:—"The term Technical Education in its fullest meaning denotes the special education and training requisite to enable a person to acquire any art, science, or profession; but inorganising and carrying out a State system of such education so that it may quickly be of the most advantage to the great majority of the working population of a country, the subjects and teaching introduced in its initiatory and early stages should chiefly be those pertaining specially to agriculture and to the useful and mechanical arts practised by tradesmen. Moreover, it appears to me that any State system of education for this colony should be carried on as a branch of the Department of Public Instruction, under Ministerial control. This could be done by appointing for its organisation and management a staff of educational experts selected most probably in the first place from among the paid officers of the Department, such staff to include a Chief Organizer."

The real point to be discussed is whether the Board of Technical Education shall remain as it is, or be altered to the conditions proposed by the Minister. To spend time in arguing upon the adequacy or inadequacy of the teaching of elementary science in the Public Schools does not come exactly within the main consideration. That it is in the course of subjects is enough. If it is not properly taught, that is a matter with which the Board of Technical Education have nothing to do. The system must bear the burden of culpability. The Board has its office, which is, according to the basis of its foundation, to give to workmen instruction in the principles underlying their handicrafts, and to advance industrial and scientific skill. No one will be supposed to deny that the Board has done good work, or will say that it has failed in its mission. Last year 1930 students attended the classes, and the average daily attendance was 687. The report, however, hardly provides enough information upon the studies and occupations of those who attended the classes. They are thus set down:—"Ladies students, 326; students, 243; teachers, 123; clerks, 229; carpenters, 137; and engineers, 116." It can, however, be seen that the number of craftsmen who attended the classes were only about one-eighth of the whole number, and were nearly equalled in number by the clerks. Successful as the Technical College has been, does it not appear that it has not altogether fulfilled its mission, which was mainly to provide workmen with scientific knowledge of their craft, and aid them towards industrial development? In itself it is a good thing to see so many clerks attending the classes, and it is well known that many of them become expert in some of the mechanical arts through their devotion to the instruction given at the Technical College. But the State is providing a mechanical education for those who are not, and perhaps never will be, craftsmen. Broadly, it goes to develop the industrial skill of the country, but the straight line of its value is diverted. The latitude of the work of the Technical Board might, however, receive comparative approval up to the point where it began to encroach upon the ground of purely professional work. There is a department of Pharmacy in the Technical College, and instruction is given in Materia Medica, Pharmacy, Anatomy, and Physiology, and Mechanical Dentistry. Is it not plain that the scope of the work of the Technical College is beyond its natural limits here? Pharmaceutical work should be left to a Pharmaceutical College or a Pharmaceutical Board. It all points, however, to the ambition of the Technical Board to become what was proposed some time ago—a corporation, which might take to itself the name, perhaps, of a Technical University.

It should revolve around one centre. There should be a consistent and continuous educational policy, which should take the child from the Primary school to the University, and any branch of educational work such as technical instruction should be consistent with the general system of education, and be bounded by it. Nothing seems more reasonable than that the system of technical education should be within the jurisdiction of the Education Department, and that it should receive its direction therefrom. Because this substance is preferred by the Minister, it does not follow that the system of technical education is to be swallowed up in the Public School curriculum. The Minister does not make such a proposition. The Departmental Board suggested would provide for the better instruction of teachers in training in the technical studies of the Primary school work, and would "organise, where necessary, secondary or high schools for the advanced scientific and technical teaching necessary to prepare students for a Polytechnic or a Technical College in connection with the University." To accomplish this would be no slight task; but when it is remembered that the appropriation annually for technical education is £17,000, and that last year the expenditure was nearly that amount, any conservation of forces and economical administration of the system of technical education should be carefully studied. It does not seem improbable that if the technical instruction were under the direct control of the Minister, and worked in connection with the Public School system as far as possible, particularly in the use of buildings, &c., there would be greater educational benefit conferred generally. A change could not imply less experienced instructors or less valuable instruction. If it were to take place, it would affect mainly the government of the Technical College, and perhaps limit its work to some extent. It is to be hoped that the question will be considered in its broadest light, and with regard to the best interests of our educational progress generally.

We are not able to publish to-day the revenue returns for the quarter, but from the Treasury we gather that the gross receipts amount to £2,399,794, an increase of £105,471 upon the corresponding quarter of 1887. In the absence of details, it is impossible to realise the full significance of the figures, but it is satisfactory at all events to find that there is an increase, especially as the returns of the first quarter of the year showed a decrease of £46,000. How far the returns for the quarter just ended bear out the TREASURER'S estimate is another question. Calculations of revenue are made for the whole year, not for half a year or a quarter, and the information before us is no guide as to what the position of the accounts is likely to be at the close of 1888. Something will depend of course upon the yield of the Land and Property Taxes, but apart from that the returns of the first and second quarters of the year are no index to the returns for the third and fourth quarters. Looking at the figures for 1887, however, it is found that the receipts for the third quarter were about the same as those for the first; while the returns for the fourth exceeded those of the second by about £400,000. In round numbers, the first half-year produced £4,000,000, while the second half-year brought in £4,400,000. The receipts for the first half of 1888 amounted to £4,201,794. Supposing, then, that the July-September quarter is equal to the January-March quarter, and that the October-December quarter is better by £400,000 than that which immediately precedes it, the revenue for the year will be brought up to rather more than £8,900,000, which is about £200,000 above Mr. BURN'S estimate. These figures are only to be taken for what they are worth. After all, the important point is not so much whether the TREASURER'S estimate of revenue will be reached, as whether the expenditure will be kept within bounds. It is a curious coincidence that the revenue for the April-June quarter of 1887 exceeded that of the corresponding quarter of 1886 by almost exactly as much as the 1887 returns are exceeded by the returns of 1888; while the total receipts for 1887 were nearly £1,000,000 above those for 1886. Notwithstanding this, the account at the close of the year was on the wrong side of the ledger, and it will be the same this year unless the expenditure is kept down. Our financial difficulties are not caused by any lack of revenue; they arise solely from our extravagance. This fact is emphasised by the Victorian figures. In that colony the financial year closes on June 30, and the returns which were published yesterday show that notwithstanding the enormous expansion of almost every branch of revenue, bringing about a net increase of £873,000, the gross receipts for this year only amount to £7,000,000, about £1,200,000 less than our estimated revenue. The Victorian Treasurer has not made his financial statement, but it is understood that there is an available surplus of something like £500,000. What sort of a surplus are we likely to have at the close of the year? From the way in which the money has been going, there is reason to fear that the surplus will have no more substantial foundation than the sanguine, but probably delusive, expectations of the TREASURER.

In its dispute with the Alameda, the Maritime Labour Council has gone to extremes. In the first instance, a demand was made that the Chinese firemen should be discharged, and white labour employed instead. The captain at once telegraphed to the owners of the vessel in San Francisco for instructions, but owing to the failure of cable communication he was unable to get a reply. Under these circumstances he proposed to the Maritime Council that the coaling of the steamer and the discharge of its cargo should be allowed to proceed on his giving an undertaking to substitute white labour for the Chinese on his return to San Francisco. The Council rejects this offer, and declares that the only condition upon which it will allow the Alameda to be discharged and coaled is that union men shall be shipped at this port in place of the Chinese firemen. "We intend," says a member of the council, "to have an Australian crew on that vessel. We are not fighting a battle for American crews; we are fighting for Australian crews." This is plain speaking, but we do not see how the position is to be maintained. It certainly rests upon no basis of reason or justice. To object to the employment of Chinese is one thing, but to insist that an American-owned vessel, trading between the United States and these colonies, is only to employ Australian labour is a very different affair. On what

rational ground can this demand be made? Surely it is the right, the proper, and the natural thing that a vessel should be manned at the port where she is owned and fitted out. The Alameda is an American vessel, her owner is an American, and she is offered by Americans, and, following the usual order of things, the men should be Americans. At all events, the owners should be allowed to employ Americans if it pleases them to do so. It claims like those which the Maritime Council sets up to be made, where will they end? Supposing the Alameda went back with an Australian crew, and the Auckland steamer were to refuse to allow her to discharge cargo or take in coal unless New Zealand labour was exclusively employed. What would the Sydney Maritime Council say to that? And if the seamen at Sydney and Auckland can dictate in this way, what is to prevent similar dictation with regard to the vessels of the Orient and P. and O. Lines? Is the owner of a vessel trading to Australia to have no voice in the manning of his own ships? The demand is out of all reason, and if it is persisted in, the result will be the alienation of public sympathy. At the aggregate meeting held last night, however, there was talk of fresh proposals, and this means, it is to be hoped, that there is to be a retreat from the position that has been taken up.

NEWS OF THE DAY.

Tax was scarce which has been raised by the Melbourne defence authorities, in consequence of the break down of the European cable, has not found an echo here. Our local military authorities regarded the matter as merely a ruse got up by the Victorian Government to test the efficiency of their defence organisation. It is not considered that anything of the kind is necessary here, and no orders for any extraordinary proceedings of this nature have been issued by our military authorities. The local carriers, of course, at the stations at the Middle Head and other batteries, and a watch is kept at the South Head signal station, by which the approach of any hostile vessel could be at once detected, and the garrisons immediately alerted.

As the result of the recent examination at the School of Gunnery, under Colonel Bingham, R.A., Colonel Spalding, C.M.G., Lieutenant-Colonel A.R., and Lieutenant-Kyngdon, have received first certificates, qualifying them to instruct in drills of all arms in the colony, elementary and theory of gunnery, ammunition, and drill. A large proportion of non-commissioned officers and men have also received first and second class certificates, qualifying them as instructors. Added to those already qualified, there are now a large number of non-commissioned officers and men available as instructors to the Permanent and Volunteer Artillery.

At a meeting of the Cabinet held yesterday the Ministers were occupied in consideration of the Loan and Additional Estimates, which will be submitted to Parliament, it is hoped, during the present week. The Property Tax Bill, which is to be introduced into the Legislative Assembly this evening, was also under consideration.

The Legislative Assembly will meet at half-past 3 o'clock this afternoon, and general business will be dealt with until 7 o'clock, when the Government orders of the day will take precedence. There are on the paper 21 questions, 49 notices of motion, and 21 orders of the day. The first matter on the paper after the questions is the contingent motion of which Mr. McElhone gave notice respecting the Refreshment-room Committee's report on the events of Mr. BURN'S moving to his adoption. Mr. GORENLY will move—"That, in the opinion of this House, the protective policy of the Government in getting 50 locomotives manufactured in the country, and thus promoting and fostering the iron trades, should be extended to the advancement and protection of all other industries." Mr. COPLAND will move for the appointment of a select committee, with power to send for papers and persons, to inquire into the supply of the calling for tenders and recent letting of contracts for certain locomotives to be made in the colony, the committee to consist of Mr. Sutherland, Mr. Garrard, Mr. McMillan, Mr. Lyne, Mr. Garvan, Mr. Fletcher, Mr. Brunker, Mr. Slater, Mr. Sydney Smith, and the mover. Mr. J. P. Abbott will ask the House to declare that a telegram should be constructed from Williams to Tibboobul via Morehead, and Milparinka. The Government business will be the introduction of the Property Tax Bill, the adoption of the report of the Committee of the Whole on the Circular Quay Land Sale and Dedication Bill, and the third reading of the Land Tax Bill.

Ten Premier and members of the Ministry have received invitations from His Excellency Sir Henry Loch, Governor of Victoria, to dine at Government House, Melbourne, on the opening day of the Centennial Exhibition.

Sir HENRY PARKES has received no official communication with reference to the representations made a few days ago to the Victorian Premier by the deputation of residents of Echunga who waited upon him with reference to the establishment of a federal ammunition factory in that town. The deputation informed Mr. Gillingham, an establishment which was situated in Echunga, but the Premier declares that no promise of that kind has been made by him. At the same time he is disposed to consider with favour any proposal which may be made for the establishment of a factory in any large centre of population on the border, without reference to whether the exact site is in New South Wales or Victoria.

Ten Ministers for Works has decided to postpone the date for the reception of the tenders for the supply of ironwork &c., for the service reservoir for the Allbury water supply. Mr. Sutherland has determined to have the specifications amended, and fresh tenders will be invited in the course of the next few days.

A deputation from the Municipal Council of Redfern will wait upon the Minister for Works at 11 a.m. to-day with reference to the water rates.

It is the intention of the Minister for Works to submit in a definite form to Parliament in the course of the next few days the railway proposals of the Government, as announced by the Premier about three weeks ago. The various schemes will afterwards be referred to the joint committee of the Legislative Assembly and Legislative Council for inquiry and report. The city railway extension is not included amongst the proposals to be referred to the committee this session, it being necessary before the work can be sufficiently advanced to go before that body to have fresh surveys carried out and much additional information collected.

From information submitted to the Premier it appears that since the passing of the Chinese Restriction Act 718 naturalisation certificates have been issued to Chinese in this colony. Of that number 566 were granted by Sir Alexander Stuart between the years 1883 and 1884. This leaves 152 to be distributed amongst all the other Governments which have been in office during the seven years and six months which have elapsed since the Act came into force. The Government of Sir Henry Parkes granted 124 in the years 1881 and 1882. In the years 1885 and 1886 the four Governments which were in power—Sir Alexander Stuart, Mr. Dibbs, Sir John Robertson, and Sir Patrick Jennings—granted 27 certificates.

The Administration of Sir Henry Parkes, has during the 18 months they have been in office, issued only one certificate of naturalisation.

mineral resources of this colony will be most amply represented by trophies of gold, quartz, white rock silver, several tons of copper, iron, tin, and sundry other ores. Coal and shale will form a conspicuous feature in the court. Splendid specimens of our timber will also be an adjunct to the mineral display, and demonstrate our industrial resources. It was expected that His Excellency the Governor would in a few days send the portraits of the several Governors of New South Wales, which are now at Government House, and the Chief Justice, Sir Henry Parkes, and the Speaker of the Assembly had also promised the loan of portraits in their departments. The progress reports of several committees were dealt with, and the committee adjourned for a fortnight.

As one of the prizes at the matriculation examination held at the Melbourne University last month was a young lady from the Sydney High School—Miss E. Victoria Golding—who passed very creditably in seven subjects, English, French, Latin, algebra, arithmetic, ancient and modern history, and geography. In consequence of the representations which have been made by the Newcastle Harbour authorities with regard to the danger to shipping caused by the presence of the derelict ship in the fairway near Newcastle, the Government have at last decided to take steps to dispose of this vessel in an effectual manner, and yesterday instructions were issued to Major Penrose to take a party of men down and blow her up. Accordingly Major Penrose, together with Sergeant Wood and a party of four men, embarked upon the Harbour and Rivers steamer, *Thetis*, yesterday, and left the harbour at 9 o'clock, taking with them a quantity of gun-cotton, dynamite, and all necessary stores, which were drawn from the Torpedo Depot at Berry's Bay. We understand that an attempt will first be made to blow up the chain cable of the derelict, so as to free her from her present anchorage, and if this attempt is successful, the wreck will then be blown up, finally disposed of. If the Major is unsuccessful in the attempt to sever the vessel's cable, she will be blown up bodily as she is, every care being taken to prevent her from becoming a danger to navigation.

When the Chief Justice took his seat in the Banco Court yesterday, he was informed that the actions on the list, and in which the plaintiffs sue the Bulli Coal-mining Company to recover compensation owing to the derelict ship in the Bulli disaster of March, 1887, were likely to last the entire week, if not longer. His Honor at first intimated that the cases must go over until the following sittings, as he had several important judgments to prepare next week, but upon consideration he decided to proceed with the hearing. The action Birch v. the Bulli Coal-mining Company was the first. The plaintiffs, James Birch and wife, and administratrix of the late William Birch, who was one of the victims of the colliery accident, to recover damages for the loss she had sustained by his death, caused, as she alleges, by the omission of the company to take certain precautions which would have ensured the proper ventilation of the mine; and she also charges the defendants with having exhibited neglect and incompetence in the management of the mine. Two other witnesses were examined, and the case was then adjourned until this morning.

A case, which upon its inception yesterday morning in the No. 1 Jury Court was estimated to last for an hour and a half at the outside, occupied his Honor Mr. Justice Stephen until close upon 6 o'clock last evening. It was a simple matter at all appearances, being only a claim for board, lodging, and refreshments made by the plaintiff, John Bondi, against Mr. Smythe, the contractor for the Bondi sewer, but it developed features of an extraordinary character. The sum of 18 guineas was charged for board and lodging, and £52 for stimulants. Evidence of indecent exposure was given by plaintiff and his wife, and corroborative testimony by two servants. The defendant emphatically denied the debt, except up to a sum of £5 14s, and stated that he had only slept in the house three nights altogether. William Saywell and his wife, Mary Saywell, gave evidence that the defendant had been a lodger with them at Waverley from February, 1887, to March of the present year, and that he was only absent from home one or two nights during that period. The evidence was so palpably conflicting that his Honor adjourned the case until this morning, when it was resumed. Certain specific sums and dates given in the bill of particulars were proved in cross-examination to be inaccurate, and when his Honor was summing the evidence up he particularly referred to them, remarking that if the jury felt that the plaintiff was inaccurate in charging the defendant for liquor which it was proved he could not possibly have had, he would be justified in impeaching the plaintiff's statements bearing on the rest of the case. He added that the perjury aspect of the proceedings was extremely painful. The jury found for the plaintiff, adding that they gave their verdict irrespective of the disputed days and dates. In the Equity Court yesterday, before his Honor Mr. Justice Bowen, the case of *Blunt v. Terry* was proceeded with, and the case was accepted as justifying the impeachment of the plaintiff's statements bearing on the rest of the case. He added that the perjury aspect of the proceedings was extremely painful. The jury found for the plaintiff, adding that they gave their verdict irrespective of the disputed days and dates.

A deputation from the men employed in the Harbours and Rivers branch of the Works Department waited upon the Deputy Engineer-in-Chief, Mr. Hickson, yesterday, with reference to some rules which have been drawn up to regulate the affairs of a newly-formed association. Some of the rules, it appears, were objected to by Mr. Hickson, the Deputy Engineer-in-Chief. The matter in dispute were discussed by Mr. Hickson, who has agreed to put the suggested amendments to the rules in writing.

The movement that was commenced in February to secure a permanent income for the Free Trade Association has been successful. So far the sum of £3000 has been promised, that is, £1000 a year for the three years 1888, 1889, and 1890. With other subscriptions and grants, the association will have a total income of about £1500 a year. On Saturday the association closed its financial year 1887-8. The total receipts during the year have been about £1450, the whole of the indebtedness carried over from the general election as well as the current expenses have been paid, and the association has commenced the year 1888-9 with about £50 to its credit at the Bank of New South Wales, and an available income in excess of its present expenditure.

The revenue returns for the quarter ending June 30 will be published to-day. They are, we are informed, of a very satisfactory character, showing an increase of £165,471 as compared with the returns for the corresponding quarter of last year. The number of visitors at the National Art Gallery during June was—Week days, 9583, an average for 26 days of 368 per day; and for four Sundays 7553, an average of 1813 per day; total for the month, 108,566.

A BANQUET to celebrate the return of the Soudan Contingent will be held at the Foresters' Hall, Royal Standard Theatre, to-morrow evening.

From an advertisement in another column it will be seen that Mr. E. E. Collins, who was Hunter's agent here some years ago, has again taken that position in this city. The following is the order of musical service at St. Andrew's Cathedral this afternoon, at 4.30:—"Magnificat, Stainer, in D; Nunc Dimittis, Stainer, in D; Anthem, 'I'll sing thee songs of praise' (Himmell).

Dr. COLEMAN will deliver his second lecture on "The Book of Common Prayer and its Revision" this evening at 7.30 at a public hall. Full particulars will be found in another column.

REPORT of the Sydney Hospital for the week ending June 30:—Admitted: 36 males, 20 females; total, 56. Discharged: 31 males, 1 female; total, 45. Died: 4 males, 3 females; total, 7. Remaining: 149 males, 67 females; total, 216. Censuses treated but not admitted, 67.

Reference to a casualty paragraph that appeared in yesterday's *Herald*, Mr. McMillan, of the Empire Hotel, writes to say that the man who was nearly drowned near Taylor's Wharf was not Daniel McCarthy, but that Daniel McCarthy, the manager of the Empire Hotel, saved another man from being drowned.

FATAL MINING ACCIDENT at GYMPE.

(BY TELEGRAPH.)

(FROM OUR OWN CORRESPONDENT.)

BRISBANE, MONDAY.

A fatal accident occurred in No. 3 North Phoenix mine, Gympie, this morning. Richard James, a young man employed as a braccman, got on a loaded truck, to ride from the surface to the brow, and had secured half way when a link attached to the safety hook snapped, and the cage and its occupant were precipitated to the bottom of the shaft, a distance of 750ft. The shaft was baled out and the body recovered.

INTERCOLONIAL NEWS.

(BY TELEGRAPH.)

(FROM OUR CORRESPONDENTS.)

VICTORIA.

MELBOURNE, MONDAY.

The University Council to-day granted permission to use the Wilson Hall for the sittings of the Intercolonial Medical Congress of Australia in January next. It was agreed that there should be four law lecturers, and that the duties of the Professor of Law be the same as those performed by the late Dr. Hearn. It was resolved that the professorship of music be reoffered for a term of five years at £1000 per year.

To-day Mr. Henry C. Maie, O.E., late Engineer-in-Chief of the South Australian Railways, was presented at Scott's Hotel with a grand piano, as a token of esteem from the officers of the South Australian Railways on the occasion of his coming to reside in Melbourne.

There is now on a moderate computation from £500,000 to £600,000 worth of exportable wheat held in Melbourne and the country. At an inquest on the body of Honore Carroll to-day, the jury returned a verdict of wilful murder against some person or persons unknown. The deceased had been a barmain in Adelaide, and recently came to Melbourne. She died under suspicious circumstances on June 27. A post-mortem examination disclosed the fact that there had been malpractice, which had accompanied affections of the lungs, resulting in the woman's death.

Miss von Finkelstein gave her second matinee on Saturday, to a large audience, at the Athenaeum. She commenced her country tour to-night by lecturing in Geelong.

A meeting of the Victorian Chamber of Manufacturers to-night considered a notice of motion given by Mr. Steinfield on the motion of the farmers seeking the support of the chamber for an ad valorem duty on imported stock and dead meat, and a bonus on wheat. It was resolved that whilst taking a deep interest in the farmers, the chamber could not support a policy tending to increase the price of bread and meat.

The trial of Mrs. Sparr for murder, by poisoning W. E. Gillett, attracts a good deal of attention, and the court is crowded daily. The case for the Crown only commenced this afternoon. The Court adjourned till to-morrow.

QUEENSLAND.

BRISBANE, MONDAY.

At a meeting of the council of the National Association to-day, it was decided to invite competitive designs for a new building in Bowen Park, at a cost not to exceed £20,000. It was also decided to offer premiums of £50, £25, and £15 for the best designs.

The labour schooner *Ariel*, from Bundaberg, has put back to Burnett Heads. She reports that the Government agent on board had committed suicide.

At a meeting of the Queensland Commissioners for the Melbourne Exhibition to-day, correspondence was read showing that the Government decline to send an official to take part in the International Conference to be held in connection with the Exhibition. It was resolved to ask the Government to consider their decision. A letter was read from the Commissioner of Railways in New South Wales declining to grant free passes over the railways of that colony to any commissioners visiting the Exhibition, except Mr. John Fenwick and the secretary, Mr. Luck, both of whom are now in Melbourne.

A telegram from Cumnammulla states that Mr. Thomas Pain, J.P., of Bowra station, accidentally shot himself dead this morning, the top of the head being completely blown away. Mr. Pain was one of the oldest residents of the district.

H.M.S. *Swinger* arrived at Cooktown this morning from Dinner Island. On reaching Lizard Island the crew ran ashore, and the vessel was left for two days and a supply of wood, with which she steamed to Cooktown. H.M.S. *Opal* was at Dinner Island when the *Swinger* left. The Hon. John Douglas has gone to the Louisiades.

SOUTH AUSTRALIA.

ADELAIDE, MONDAY.

A deputation interested in the Daly River Plantation waited upon the Minister of Education, pointing out that they had arranged for the importation of Chinese families for tropical cultivation. If their immigration were prevented the enterprise must be abandoned. The deputation asked the Government for the return of £500 paid for survey. Mr. Johnston replied that under the bill submitted to the Assembly the immigration was practicable, if Parliament approved of it.

Captain Morrish, a mining expert, who was sent to inspect the Bellina Brown Hill mine, returned to-day. His report will be considered to-morrow. The commission for the Melbourne Exhibition met to-day. The vice-president, Mr. Bray, reported that £100 had been voted by the agricultural committee for the display of a supply of fresh fruits of the season. The time for receiving exhibits in fine arts was extended till July 7. Mr. Bray proposes to visit Melbourne at the end of the week.

Martin and Co., of Gawler, are sending home for extensive plant and a few skilled hands in connection with the contract for the construction of locomotives in the colony. Within six months they anticipate being able to employ from 150 to 200 additional hands.

Mr. Murphy, the Consular Agent for the United States, has arranged to celebrate the anniversary of the declaration of American independence on Wednesday. Reports from Baltimore are still favourable. There are fully 60 men there. The diggers are decidedly against the Chinese.

NEW ZEALAND.

AUCKLAND, MONDAY.

The barque *Coulahyde* has again put back leaving. She left here on June 12 after repairs had been effected, having put in here leaving. She was en route from Vauvau to Marseilles, and when six days out it was found that the vessel was leaking fast. The crew refused to go on, and insisted on the captain's turning back. The barque is owned by F. C. Hopkirk, of Lancaster.

Mr. Larnach, formerly Minister for Mines, left to-day for Melbourne, where he will reside in future.

THE RECENT TRAGEDY AT NORMANTON.

ARRIVAL OF MALAYS AT THURSDAY ISLAND.

(BY TELEGRAPH.)

(FROM OUR CORRESPONDENTS.)

THURSDAY ISLAND, MONDAY.

The steamer *Birgskate*, from Normanston, arrived yesterday, bringing 84 deportees, principally Malays, but including Spanish, French, and American coloured subjects, who were expelled from Normanston during the recent disturbances. They were landed here pending advice from Brisbane. Accommodation for all willing to accept it was offered at the Seamen's Refuge, but most of the men were met by their countrymen, to whose houses they went. A disturbance was feared last night, as a conversation implying revengeful feelings against the whites was heard during the passage from Normanston. This was reported to the police here, but no disorder took place. Many of the white residents showed kindness to the distressed men, and expressed their indignation at the conduct of the Normanston people. Some of the proprietors of shipping stations have offered the men employment at eight dollars a month, but the men have temporarily declined the offer, intending to wait here, hoping to receive compensation from the Government. The Police Magistrate wired to the Colonial Secretary this morning asking if he could hold out to them that compensation would be forthcoming.

The white people here are indignant that 84 coloured men, naturally angry and revengeful, should be sent from a place where there was a large number of police and special constables, to an island with only one constable and a sergeant, and where the coloured races are already too troublesome, their number being largely in excess of the European residents. The newly arrived contingents numbers more than the whole of the white population here.

To all who suffer from GOUT, RHEUMATISM, GRAVEL, NEURALGIA, BRUISES, &c., give two or three drops of the medicine, and you will find it a most effective remedy. It is the life of man.

THE BREAKAGE IN THE CABLE.

DEFENCE PRECAUTIONS IN THE OTHER COLONIES.

(BY TELEGRAPH.)

(FROM OUR CORRESPONDENTS.)

ADELAIDE, MONDAY.

The Cabinet met this morning to consider the subject of the interruption of the cable. Major-General Downes was in attendance to advise the Ministry as to defence preparations. It was decided to issue instructions to the military authorities that everything should be ready in case of emergency. The lighthouse-keepers along the coast are requested to keep a strict look-out, and to communicate at once to the head office the approach of any suspicious vessels. An officer will be kept in attendance at the Adelaide Telegraph Office night and day to receive telegrams from the lighthouses. The men on the coast are ready to man the guns at a moment's notice. Commander Walcott will have the Protector in readiness. The Government on Monday telegraphed to Admiral Farrar for his opinion as to the cause of the break-down of the cable, and his advice on the situation. Orders have been sent out from headquarters to the members of the Defence Force to be in readiness at a moment's notice, and the military forces have been subjected to an overhaul. Major-General Downes has made special arrangements for rendering the Field Artillery available. If necessary, the Militia Act could be enforced, and able-bodied outsiders taken in to swell the defence force. To-day Major-General Downes had an interview with the Chief Secretary on the subject of the defence. The guns at Largs Point were manned this morning with the view of showing readiness in preparation. Everything is in readiness at both forts. The members of the militia and garrison artillery have been warned as to their rendezvous in the event of the alarm. The rifle volunteers have also received notice fixing their places, and compelling the attendance of every man.

MELBOURNE, MONDAY.

The action of the Government in garriboiling the forts and sending a fleet to the coast and in taking other measures of defence, is generally viewed as an interesting experiment. There was great activity to-day in the forts and near the vessels. The Government are much gratified at the response to the call, which shows that the navy can be ready for action in less than twenty-four hours. Numbers in excess of the men required to make up the fighting complement of the fleet are forthcoming. The Permanent Artillery, Harbour Trust Battery, Naval Brigade, and Torpedo Corps are equally ready. The vessels and torpedo boats are in their assigned positions. The electric light is searching across the entrance to the Heads for any approaching hostile vessels.

THE PROPOSED PACIFIC CABLE.

SURVEY OF THE ROUTE.

(BY TELEGRAPH.)

(FROM OUR CORRESPONDENTS.)

MELBOURNE, MONDAY.

The Secretary of State for the Colonies has forwarded to the Governor a copy of a letter he has addressed to the Admiralty respecting the survey which the Imperial Government has been requested to make of the route for a cable between Canada and Australia across the Pacific, together with an extract from the reply received from the Admiralty. This correspondence has arisen in consequence of the Governor of Victoria telegraphing to Lord Kintausford the collection of the Port Conference in Sydney in January, 1888, in favour of such survey being undertaken at the joint expense of Great Britain, Canada, and the Australian colonies. The communication from the Admiralty, which is dated April 4, states that H.M.S. *Egeria* was then on the point of sailing from Sydney to perform the work of clearing up dangers, fixing position, and surveying the route from New South Wales to Vancouver—a work which was strongly urged on the representatives of the colonies by Rear-Admiral Tryon. In this work the *Egeria* would make deep soundings, which would in two or three years' time furnish more detailed information than existed as to the varieties of depths to be expected on the general line of the cable. To survey a route for a cable to any extent is the opinion of the Admiralty, entail long and searching examination of the contours of the coral islands, as well as continuous close soundings, which would probably not be finished within three years. The immediate value to commerce springing up would furnish the preliminary information required in laying the cable. No alteration could be made in the orders under which the *Egeria* was sent, and the question of hastening the survey must remain an open one until Lord Kintausford shall inform the Admiralty as to the prospects of funds being forthcoming, and regards the hastening of the work as of importance to Imperial interests. The annual cost of the *Egeria* is £12,000. If another vessel be provided to complete the survey of the landing places and the ocean route its cost would be about £30,000, irrespective of the value of the ship and expenditure incurred in fitting her out.

THE WRECKED SCHOONER LENTON.

(BY TELEGRAPH.)

(FROM OUR CORRESPONDENTS.)

